ROUND BALE TRUST STOCK LOW

SHARES IN J. K. JONES'S COM-PANY SELL AT \$1.

Blocks of Both Preferred and Common Fetch That Price at Auction-Last Quotations Were at 845 and 88 The Company Said to Be Prosperous.

Blocks of the preferred and common stock of the American Cotton Company, known as the "Round Bale Trust," in which ex-United States Senator James K. Jones is a leading director, were sold in the auction room yesterday at \$1 a share each. Officers of the company said that the last prices they had known were \$8 for the common and \$45 for the preferred.

There are outstanding \$4,000,000 of the common stock and \$3,000,000 of the preferred. Each share is of \$100 par value, so that these sales would make a total value of \$70,000 for the company's shares.

Officers of the company, which controls the process of making round bales of cotton, said yesterday that there was no reason why the stocks should sell so low. They declared that the company was more prosperous than ever before, and were inclined to look on the sales as accidental and unfortunate. The company makes no public

The American Cotton Company was organized in 1896. It owns and leases to others more than 1,000 cotton presses and has a plant at Chicago for making its ma-cihnery. Besides the \$7,000,000 stock there are authorized \$2,000,000 of debentures. The preferred stock paid 8 per cent. dividends in 1899, but has paid none since.

In November, 1901, a protective committee, of which Cornelius N. Bliss was chairman, of which Cornelius N. Bliss was chairman, was formed and invited stockholders to deposit their stock under an agreement by which the committee should sell the preferred at 105 and accrued dividends and the common at 50 at any time within

In 1902 the preferred sold as high as 60 and as low as 40, while the common ranged between 25 and 5. The preferred is cumular tive and there is now accrued on it about \$860,000 in unpaid dividends.

James G. Cannon is chairman of the board of directors which includes such well known men as Cornelius N. Bliss, Senator Jones, David R. Francis and William H. Porter. The directors' monthly meeting will be

DEFICIT IN THE TREASURY.

held on Tuesday next.

Expenditures for Four Months of Fiscal

Year Exceed Receipts by \$232,479. WASHINGTON, Nov. 4 .- For the first time since 1897, except in the month of July, there was a deficit for the fiscal year in the United States Treasury to-day. In every year the July expenditures of the Government exceed the receipts, because July is the first month of the fiscal year, when many new appropriations of Congress always become available. In every fiscal year until this, since the last Cleveland administration, however, the Treasury has shown a surplus as early as August. In no single month, except July, since April, 1898, when large disbursements were made on account of the Spanish war, has there been a Treasury deficit. To-day's financial statement of the Treas

ury shows that the expenditures of the Government since the beginning of the present fiscal year, more than four months present fiscal year, more than four months ago, have exceeded the receipts by \$232,479. This deficit, although small, seems likely to grow larger, for the disbursements from the Treasury are nearly every day larger than the receipts. There has not only been an increase in the expenditures for many purposes, but there has been a serious falling off in the receipts from customs. On nineteen different days of October the receipts of the Government were smaller On nineteen different days of October the receipts of the Government were smaller than the expenditures, and the same condition has existed upon each day of the present month. The October receipts were about \$5,000,000 less than the disbursements. For the fiscal year which began on July 1 the total receipts have been \$194,-675,539, and the total expenditures \$194,-000,018

os, ois.

The condition of the Treasury in October was partly accounted for by the fact that extraordinary disbursements were made for two purposes. These were the Government appropriation for the St. Louis exposition and the deficit in the Post Office Department on account of the operations in the last fiscal year. The expenditures for the exposition have already amounted to about \$2,000,000. More than \$3,000,000 more will be expended for this purpose. The disbursements on account of the posta deficit have amounted to about \$2,500,000.

MOVEMENT OF GOLD.

No Confirmation of Rumors as to Further Import Engagements.

Various reports were circulated in Wall Street vesterday to the effect that additional gold had been engaged in London for import to this country, but so far as local banking interests were concerned confirmation of them could not be obtained. In fact, the opinion was expressed that the only engagement actually made so far was that of \$1,000,000, already announced, for the account of the National City Bank. Of this engagement \$500,000

City Bank. Of this engagement \$500,000 started yesterday for this country on the steamship Kaiser Wilhelm II.

There was no advance in the London market in the price of eagles and other gold, and this tends to check additional import gold engagements.

Sterling exchange opened somewhat steadier under rather lighter offerings of cotton and grain bills, but as the day advanced the supply of exchange increased, while the demand continued light, and the market became weaker, although it did not touch the low point reached on Monday. The closing quotation for sight sterling The closing quotation for sight sterling was about \$4.84%.

The tone of call money in the local mar-

The tone of call money in the local market was somewhat easier yesterday. The bulk of the loans was made on the Stock Exchange at a rate of 4 per cent. It was learned that gold to the amount of \$260,000 had been received by local bankers from Canada. Shipments of currency to the interior of the country continued heavy. There was deposited at the Sub-Treasury \$1,100,000 for transfer telegraphically, \$700,000 going to New Orleans and \$400,000 to Chloago.

BURLINGTON'S MEETING.

Purchases of Other Properties Ratified and Outgoing Directors Reclected.

CRICAGO, Nov. 4 .- Stockholders of the Burlington Railroad held their annual meeting to-day. The annual report was distributed among the stockholders and published several weeks ago, so that the proceedings to-day were wholly of a routine ceedings to-day were wholly of a routine character. The action of the directors in arranging the purchase of the Quincy Railroad bridge and franchise, the road properties and franchises of the Burlington and Western road, and the Iowa and St. Paul vad. all of which have been operated by the Burlington for many years under lease, was approved, and these properties will be consolidated with the Burlington proper. The outgoing board of directors was relected without change—Charles E. Perkins, Burlington, Ia.; James J. Hill, St. Paul; Edward T. Nichols, William P. Clough, Robert Bacon, E. H. Harriman, Jacob H. Schiff, George J. Gould, H. McK. Twombly, New York, and Norman B. Ream and George B. Harris, Chicago. B. Harris, Chicago.

Mexican Short Line Ready for Business The National Railroad of Mexico anlounced yesterday that it would run the first train over its completed standard cauge road from Corpus Christi to the city of Mexico next Sunday. This train will pass over El Salto cut-off, and the annotement means that within two years e company has completed the change 804 miles of narrow gauge road to stand-d and constructed 166 miles of new road.

GOSSIP OF WALL STREET.

Traders composing what is known as the uptown contingent were not much in evidence yesterday, although it looked as if they had been provident enough to leave instructions with their brokers as to what to do with their stocks in the event of a post election bulge in prices. A good deal of the realizing on the opening was thought to be for the account of the crowd that bulled the market, especially the traction stocks, in anticipation of a Tammany victory. It was said yester day that the uptown contingent, particularly the Jacob Field division of it, made a great killing on the election. In one office where this crowd holds forth, bets aggregating \$62,000 were said to have been paid off during the day. One of the few persons in Wall Street honest enough to acknowledge that he had had not a cent of money down on McClellan said he thought the stock market community needed sleep more than anything clse. Those who lost sleep on account of the election came downtown yawning and kept it up until everybody with whom they came in contact was yawning too and be-ginning, by suggestion, to feel sleepy. A large proportion of the Wall Street attendance presented before the close of business a somewhat rakish appearance.

It was reported from the floor soon after the opening that the feeling there was cheerful, but that traders were expecting a reaction from the enthusiasm which prevailed during the first half hour. Local commission houses and the wire firms bought stocks freely on the opening, but it was soon apparent that their orders were being filled too readily by traders who had carried long stocks over the holiday. The force of outside buying was soon spent, and continued realizing by traders produced first dulness, and then weakness. Traders who sold their long stocks on the opening and others who were uncommitted began then to cooperate with the bear crowd to bring about a reac-

Brooklyn Rapid Transit opened up 14 per cent. to 371/4, Metropolitan 21/4 points to 113, Consolidated Gas 2 points to 178 and American Ice preferred 1% per cent, to 23%. These were the highest prices for the day for all except American Ice preferred, which sold higher to 24 before reacting. The second transaction in Metropolitan was at 112, a concession of a full point from the initial quota-tion. J. W. Davis & Co. and Wolf Bros. were the most prominent sellers of Metropolitan. Fairbairn & Hilliard and Halsted & Hodges pought on the decline. The market for the stock proved to be rather narrow. politan had a volume of less than 7,500 shares. The selling represented profit taking on speculative purchases made in anticipation of a Tammany victory. The selling of Brooklyn Rapid Transit was similarly explained. The buying of both stocks on the way down was regarded as better than the selling. There was some attempt to define just how the trac tion stocks would be benefited. Whether relevant to that point or not, there was talk of the Metropolitan and the Brooklyn Rapid Transit getting joint, or equal, privileges over the new Brooklyn bridge. Manhattan, although it had not shared in political speculations to any extent, was the weakest of the three traction stocks, showing a net de cline of 114 per cent., as compared with net politan and Brooklyn Rapid Transit, re-

Pennsylvania will sell ex dividend 3 per cent. this morning. In consideration of this a good many short contracts were retired yesterday by traders who were unwilling to pay the dividend, besides which there was the usual speculative buying for the dividend. It was argued that with 3 per cent, off its price, Pennsylvania would look cheap in comparison with New York Central. New York Central closed last night at 118% and Pennsylvania at 120%. The Pennsylvania's September report, showing an increase in the volume of traffic, was very favorably re-This was especially encouraging in view of the shrinkage that is supposed to have courred in steel and iron tonnage and tonnage incidental to the steel and iron trades.

A good many traders were disposed yes-terday to resist an advance in the belief that money market conditions are not favorable to an active bull movement in stocks.

The general borrowing demand for stock in the loan crowd yesterday was only nomi-nal. The feature of transactions was the heavy borrowing of Steel preferred, in which the trading short interest appeared to have the trading short interest appeared to have increased materially. There was also a continued demand for certain industrials, such as American Smelting, American Car and Foundry and Pressed Steel Car. A lot of Pennsylvania was returned by the borrowers, and the supply of that stock in the loan growd. Pennsylvania was returned by the corrowers, and the supply of that stock in the loan crowd, was in excess of the demand. There was no inquiry to speak of for either Missouri Pacific or Union Pacific and but a fair demand for New York Central. It was impossible to make any broad deductions from yester-day's transactions in the loan department.

Atchison closed on Monday at 67%, and brokers reported that there would be, perhaps 10,000 shares for sale at 68. In the early naps 10,000 shares for sale at es. In the early trading yesterday the stock was advanced aggressively to 68%. Baruch took most of the 68 stock. Each fraction up the offer-ings increased in volume, traders being disposed to resist the advance. The trading on the advance was very lively. Orders were distributed on both sides in so confusing a manner that neither the buying nor the sellmanner that neither the buying nor the selling conveyed any definite impression to observers. On the advance Charles Gates of Harris, Gates & Co. was a prominent buyer, taking 2,500 shares up to 68%. This buying was thought by specialists to be for short account. It has been believed for some account. It has been believed for some time that a Western growd was heavily short. time that a Western crowd was heavily short of the stock. The reaction carried the price to 67, where it closed, showing a net loss for the day of % per cent

London houses were the principal buyers of Baltimore and Ohio. Some of this buying had the appearance of being more than mere arbitrage trading. An international house that does no arbitrage at all was the heaviest buyer. It was reported that preparations were being made to list the stock on the were being made to list the stock of the Berlin Exchange. There was no other ex-planation of the foreign buying. While buying Baltimore and Ohio, Erie and one or two other stocks, the London houses sold Atchison, Union Pacific and United States

There were some who expressed the conviction last night that the United States Steel shares had been raided by the bear party to shares had been raided by the bear party to facilitate short covering in other stocks. The heaviest selling at the outset was by Western houses. Traders participated ac-tively in the work of depressing the shares. The common stock declined to within 1/4 of its low record price and closed at a re-covery of only 1/4 from that price, or at 121/4 covery of only % from that price, or at 12%. The low record is 12%. The preferred stock at 57%, the low price for yesterday, was within % of a point of its low record. The renewed weakness of these stocks became the absorbing feature of the market is the afternoon. The late galling become in the afternoon. The late selling, brokers said, was largely professional. It was acsaid, was largely professional. It was accompanied with a report that the big London
house whose affairs have been the subject
of rumors for several weeks would have to
go into liquidation. This house is, or has
been, heavily interested in United States
Steel securities. Houses having close connections with London said yesterday that
they had no reason to expect a failure, but
intimated that a certain house might decide
to wind up its business. Another report to wind up its business. Another report explanatory of the selling of United States Steel stocks was one alleging that finished steel prices would be reduced.

Attention was first attracted to United States Steel in the forenoon by a Western house that was bidding for the preferred stock at one price and offering it at another.

It looked as if somebody was feeling the market, and remembering what a lot of bearish talk they had been getting on Steel for several days, traders at once became interested. Presently large selling orders began to come in from Western sources. The attack on the common stock was led by

traders. It was reported that selling orders were being distributed by a broker who has cometimes had large supporting orders in the stock.

It is said that traders have been used to ell long Steel stock. Naturally they could get better results than a broker, because heavy selling by recognized traders invariably excites opposition. The assertion was made yesterday that 150,000 shares of United States Steel had been liquidated from a single quarter in the last four months and that stock was still coming from that source. There is no way, of course, to verify a statement of hat nature. Harris, Gates & Co. appeared to be buying Steel preferred on balance yes-terday, and other stocks besides. One of the other stocks was Atchison. The buy-ing of both classes of Steel on the decline was on scale orders and by shorts prinwith as little ostentation as possible.

MICHIGAN TELEPHONE SOLD. Bought by N. W. Harris for Bondholders

-Bell Company Cut Off. DETROIT, Nov. 4 .- The Michigan Telephone Company was purchased to-day at oreclosure sale by N. W. Harris of Chicago for a syndicate of bondholders of the company, for \$4,100,000. The only other bidder was Gen. E. P. Meaney of New York, representing the American Telephone and Telegraph Company, who bid \$4,000,000. The apset price for the property was \$2,500,000. George W. Harriman of Boston made formal protest against the sale in behalf of nimself and other stockholders, decla that he believed the plant we

At the office or N. W. Harris & Co. in this city it was said yesterday that Mr. Harris and two of his partners were in Detroit attending the foreclosure sale of the telephone company as representatives of the bondholders' protective committee. There are \$5,000,000 of first mortgage bonds on which interest for one year has been due. The company has been the subsidiary company of the Bell Telephone system in the State of Michigan, and its lines extend over that State. Part of the stock of the com-

State of Michigan, and its lines extend over that State. Part of the stock of the company is held by the American Telephone and Telegraph Company—the holding company of the Bell Telephone system.

N. W. Harris said yesterday:

"The Michigan Telephone Company is a valuable property. Naturally, the Bell Telephone Company will lose its Michigan Asked if he meant that the bondholders now expected to sell the company to the Bell people at their own price, he said:

"It has not been bought to be given

In other quarters it was suggested that N. W. Harris & Co., for the bondholders' protective committee, may find that the Michigan Telephone Company is dependent upon its connections with the Bell and that a situation might develop similar to that which confronted the Telephone, Telegraph which confronted the Telephone, Telegraph and Cable Company of America when it acquired control of the Eric Telephone Company. In its operation, the Eric concern found that there were certain strictures which the Bell company enforced, which made the acquisition an unprofitable enterprise. The Eric company was finally sold to the Bell.

Colorado National Bank Falls.

WASHINGTON, Nov. 4.-The First National Bank of Victor, Col., was closed to-day by direction of Acting Comptroller of the Currency, the examiner reporting the bank insolvent. James B. Lazear, National Bank Examiner, has been appointed receiver. The bank was organized on Sept. 25, 1900.
Frank M. Woods is president. The failure, the Acting Comptroller says, is due to losses sustained by reason of excessive accommodations extended to mining interests with which the officers of the bank were connected.

Iewa Bank Falls. SHELDON, Ia., Nov. 4 .- The Sheldon State Bank, of which Edward Brown, State Railroad Commissioner, is president, failed to open its doors this morning and a re-ceiver will be appointed. The bank had a capital of \$50,000.

PATTROAD FARNINGS

RAILROAD	EARNINGS.
Buffalo, Rochester and	Pittsburg:
1908 4th week Oct. \$284,81 Month. 726,22 From July 1. 2,903,21 Canadian Pacific:	1 Pittsburg: 1902. Changes. 15 \$227,262 Inc. \$7,553 10 2,603,210 Inc. 21,695 10 2,603,210 Inc. 299,994
4th week Oct. \$1,448,00 Month. 4,475,00 From July 1 16,485,50	00 \$1,347,000 Inc. \$101,000 00 4,116,000 Inc. \$59,000 00 14,568,286 Inc. 1,917,214
Canadian Pacific: 4th week Oct. \$1,448,06 Month. 4,475,06 From July 1 16,485,56 Colorado and Southers 4th week Oct. \$163,5 Month. \$35,06 From July 1 2,239,11 Denver and Rio Gran	19 \$154.697 Inc \$8,822 83 \$66,773 Inc. 28,810 18 2,115,885 Inc. 123,727
Month. 1,628,30	00 1,862,700 Dec. 39,400
4th week Oct	Haute: 96 \$50,842 Inc \$56 82 149,922 Inc. 4,560 79 609,036 Inc. 59,343
From July 1	
National Railroad of 4th week Oct \$271,3 Month 763,5 From Jan. 1: 9,316,6 Toledo and Ohio Cent 4th week Oct \$111.8	Mexico: 61 \$279,652 Dec. \$8,291 75 751,617 Inc. 11,958 73 7,436,470 Inc. 1,880,203
Toledo and Ohlo Cent 4th week Oct. \$111.8 Month 325.0 From July 1: 1.366.9 Wabash:	781: \$85,693 Inc. \$25,639 71 264,446 Inc. 61,525 91 1,061,671 Inc. 905,820
Wabash: 4th week Oct . \$701.3* Month . 2,206.2* From July 1 8,567,5 Wisconsin Central:	52 \$663,066 Inc. \$38,286 95 1,970,098 Inc. 236,197 62 7,436,241 Inc. 1,181,321
Wisconsin Central: 4th week Oct. \$202,00 Month. 613.8 From July 1. 2,448,3	00 \$212,231 Dec. \$10,231 00 620,768 Dec. 6,968 27 2,355,669 Inc. 92,658
	YLVANIA. allroad Company reports r the nine months ended
Pennsylvania Ratiroa	d Company, lines directly
Gross earningsInc ExpensesInc	\$858,000 Inc. \$9,751,600 787,800 Inc. 9,590,800
Net earningsInc Philadelphia, Baltimo road Company:	s70,200 Inc. \$160,700 and Washington Rail-
Expenses. inc	\$142,000 Inc. \$1,052,900 101,600 Inc. 1,113,400
Net earningsInc Northern Central Rai Gross earningsInc ExpensesInc	
Net earningsInc West Jersey and Seast Gross earningsInc	\$1,900 Inc. \$79,900 lore Railroad Company:
Net earnings Inc Lines west of Pittsbu	\$8,000 Inc. \$13,400 rg and Erie, directly ope-
rated: Gross earnings Inc. Expenses Inc.	
Net earnings Inc.	\$100 Dec. \$224,900 ND WESTERN.
The Norfolk and W	estern Railway Company
Gross earnings\$1,883. Oper expenses 1,115.	1902. Changes. 660 \$1.740,120 Inc. \$148,540 196 994,655 Inc. 120,540
Net carnings \$768, Fixed charges 222,	465 \$745,465 Inc. \$28,000 890 218,066 Inc. 9,824
Surplus \$545.	ND SOUTHERN
The Colorado and So reports for the month of	outhern Railway Company
Gross earnings \$559. Oper. expenses 406.	
7.4.	3,317
Surplus \$181. KANSAS CITY The Kansas City Sou	450 \$104,912 Inc. \$26,538 SOUTHERN. uthern Railway Company
reports for September:	n 1902 Changes
Gross earnings \$539. Op. exp. and taxes 408.	828 \$496,660 Inc. \$48,668 756 388,727 Inc. 25,029

Net earnings.... \$180,566 \$111,932 Inc. \$18,688

FORT WORTH AND DENVER CITY.

The Fort Worth and Denver City Railway Com-pany reports for September: 1908. 1908. 1902. Changes. Gross earnings. \$229,040 \$225,719 Inc. \$4,221 Oper. expenses. 158,822 168,425 Dec. 9,603

BUFFALO AND SUSQUEHANNA.

The Buffalo and Susquehanna Railroad Company reports for September:

Surplus \$32.734 \$51,006 Dec.

Net earnings

Gross earnings... Oper, expenses...

Net earnings.......

... \$71,118 \$57,294 Inc. \$18,824

1908. 1902. Changes. \$89,500 \$88,644 Inc. \$856 54,060 42,687 Inc. \$11,375

\$35,440 \$45,957 Dec. \$10,517 9,524 7,641 Inc. 1,983

\$45,064 \$53,598 Dec. \$8,534 12,830 12,502 Dec. 172

Crowded Out By the Trust? There's Room In Georgia.

Write for Book No. 3, telling of opportunities that have not been cornered.

Please mention your occupation. Greater Georgia Association,

> AUTUMN RESORTS. NEW JERSEY. Lakewood.

The Lakewood Hotel.

ny notel of Lakewood.

OPENS NOV. 14th. Since last season an indoor Tennis Court

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J. N. BERRY. Managers.

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LAUREL HOUSE Season from October to June Laurel-in-the-Pines

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Directly facing the Ocean. Hot and cold sea water in private baths. Golf Links privileges. Information and booklets, 1.396 Froadway. WALTER J. BUZBY.

ATLANTIC CITY, N. J. Permanent bureau of information with persons epresentative at 1364 Broadway, above 36th Street, representing the tollowing Hotels: Hotel Dennis Hotel Brighton, Haddon Hall, Hotel St. Charles Young's Hotel. The Wiltshire, Mariborough House The Dunlop, Hotel Seaside, The Rudolf, The Chal fonte, Hotel Traymore, New Strand Hotel, Galer Hall, The Islesworth, Garden Hotel, Hotel Raleigh

MARLBOROUGH HOUSE See to-day's adv. in Commercial Advertiser.

JOSIAH WHITE & SONS, Proprs.

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OCEAN STEAMERS.



"COOK" and the NILE steamer leaves Cairo.

November 17, for Luxor, Assouan, etc. The demand for accommodation is brisk, making it necessary to promptly secure either state-rooms, special steamers or dahabeahs as required. quired.

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ATLANTIC TRANSPORT LINE. NEW YORK-LONDON DIRECT.
Menominee, Nov.7,9A.M. din'apolis,Nov.21,7 A.M. Min'Uka,Nov.14,1,20P.M. Minnehaba, Nov. 28, noon FOR RATES, ETC., APPLY TO 1 BROADWAY.

WHITE STAR LINE. NEW YORK-QUEENSTOWN-LIVERP Majestic ... Nov. 11, noon | Armenian Nov. 17, 3 P.M. Celtic Nov. 13, noon | Occanic ... Nov. 18, 5 A.M. Pier 48, North River, Office, 9 Broadway, New York

FINANCIAL. UNION TYPEWRITER CO. STOCK. WM. WILLIS MERRILL. 419 PRODUCE EXCHANGE.

BAILBOADS

RATEROAD. STATIONS FOOT OF WEST TWENTY-THIRD STREET AND DESBROSSES AND CORT-LANDT STREETS.

IF The leaving time from Desbrosses and

Cortlandt Streets is five minutes later than that given below for Twenty-third Street Station, except where otherwise noted.

7.55 A. M.—FAST MAIL.—Parior, Sleeping and Dining Cars. For Chicago, Indianapolis and Louisville.

9.55 A. M.—ST. LOUIS LIMITED.—Pullman Sleeping, Smoking and Observation Cars. Cincinnati. Indianapolis, St. Louis. Dising Car.

19.35 A. M.—PSNSYLVANIA LIMITED.—Pullman Sleeping, Dining, Smoking and Observation Compartment Cars. For Chicago, Cieveland, Toledo and Detroit.

1.55 P. M.—CHICAGO AND ST.LOUIS EXPRESS.—Por Toledo, Nashville (via Cincinnati and Louisville), Indianapolis, Chicago, St. Louis. Dining Cars. P. M.—CHICAGO LIMITED.—Pullman Sleeping. Smoking and Observation Cars. For Chicago, Smoking and Observation Cars. Station, except where otherwise noted. Car. M.—CHICAGO LIMITED.—Pullman Siceping. Smoking and Observation Cars. For Calcago, Tolede and Cleveland. Dining Car. 5.5 F. M.—ST. LOUIS EXPRESS.—For Pitteburg. Cincinnati, Indianapolis, Louisville. St. Louis. Dining Car. For Gary, W. Va. (via Shenandoah Valley Route.)

5.55 F. M.—WESTERN EXPRESS.—For Chicago. For Toledo, except Saturday. Dining Car. 7.55 F. M.—PACIFIC EXPRESS.—For Pitteburg. and Chicago. For Monaylis daily, via Shenandoah Valley Route. Connects for Cleveland, except Saturday.

eacept Saturday.

3.46 F. M.—CLEVELAND AND CINCINNATE
PRESS.—For Pittsburg, Clavelling and Control of the Contr

gressional Limited," all Parior and Dining Cars), \$225, \$425, \$425, \$455 (Deabrosses and Cortland Streets, \$5.15), \$9.25 p. m., 12:10 night.
SOUTHERN RAILWAY.—Express, 4:25 p. m., 12:10 "S.10, '22 p. m., 13:10 night.
SOUTHERN RAILWAY.—Express, 4:25 p. m., 13:10 night daily.
ATLANTIC COAST LINE.—Express, 9:26 a. m. and 9:25 p. m. daily.
SEABOARD AIR LINE RAILWAY.—Express, 12:55 p. m. and 12:10 night daily.
NORFOLK AND WESTERN RAILWAY.—Por Memphis and New Orleans, 3:25 p. m. daily.
CHESAPEAKE AND OHIO RAILWAY.—7:55 a. m. week-days and 4:55 p. m. daily.
FOR OLD POINT COMPORT AND NORFOLK.—7:55 a. m. week-days and 5:55 p. m. daily.
ATLANTIC CITY.—9:55 a. m. and 2:55 p. m. week-days. Sundays, 7:55 a. m. Through Veatibuled Trains. Buffet Parior Cars and Standard Coaches on week days. Parior Smoking Car, Parior Cars, Dinling Car and Standard Coaches en Sundays.—12:55 p. m. week-days.
CAPE MAY.—12:55 p. m. week-days.
For points on New York and Long Branch Railroad (from West Twenty-third Street Station), 8:55 a. m., 12:10, 3:25, 4:10 and 4:55 p. m. week-days. Sundays, 9:25 a. m. and 4:35 p. m. (from Desbrosses and Cortlandt Streets), 9:50 a. m., 12:20, 8:40, 4:20 and 5:10 p. m. week-days. Sundays, 9:25 a. m. m. week-days. Sundays, 9:25 a. m. EpoR PHILADELPHIA.

505 7:26 7:55 7:55 8:25 8:35 9:26 (9:25 St. Louis

12:20, 8:40, 4:20 and 5:10 p. m. week-days. Sundays, 9:45 a.m., 5:00 p. m.
FOR PHILLABELLPHIA.

6:05, 7:25, 7:55, 7:55, 8:25, 8:25, 9:26 (9:55 St. Louis Limited), *10:10 (Desbrosses and Certiandi Streets, *10:20), 10:26 (Penns, Limited), *10:35, 11:35, a. m. *12:55, *1:55, 2:10 (Desbrosses and Certiandi Streets, 2:20), 2:55, *3:25, 3:55, 4:26, 4:25, *4:25, *4:35 (4:35 Chicago Limited for Germantown Jct. osly), *6:55, 6:55, 7:55, 8:25, 8:55, 9:25 p. m., 12:10 night week-days. Sundays, 6:05, *7:55, 8:28, *9:28, 9:35 (St. Louis Limited), 9:55, 10:25 (Penna, Limited) *10:55, a. m., *12:15, *1:55, *9:25, 3:55, *4:36 (4:35 Chicago Limited for Germantown Jot. only), *4:35, *2:35, 7:55, 8:25, 8:25 p. m., 12:10 night

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'Have grill room and gymnasium op best Mediterranean Service New York—Naples—Genea. By superb new Twin Screw Steamers. First Cabin 860, 878, 890, Upward. According to Steamer.

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K. Wm. II., Nov. 17. 2 PM [K. Wm. II., Dec. 18, 1 PM Raiser Nov. 24, 10 AM [Ronprinz Jan. 5, 7 AM Kronprinz, Dec. 1, 1 PM K. Wm. II. Jan. 25, 7 AM OELRICHS & CO. 6 BROADWAY, N. Y.

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Between San Francisco, Honolulu, Vokohama
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Sicamers leave San Francisco at 1 A. M. America Maru Nov. 10 Hongkong Maru Dec. 1 Korea Nov. 18 China Dec. 1 Gaelic Nov. 25 Doric Dec. 2

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P. M.—"LARE SHORE LIMITED.—2314-how train to Chicago. All Pullman cars Due Cleveland 7:08 A. M., Cincinnati, 1:30, Indianapolis 2:10, Chicago 4:30, St. Louis 9:48 P. M.—WESTERN EXPRESS.—7a hours to Chicago via both L. Sand M. C. P. M.—"MUSTERAL EXPRESS.—Via D. H.—"ADIRONDACE AND MONTREAL EXPRESS.—VIA D. M.—"SUPPELO AND TORONTO SPECIAL.
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9.30

9.30

P. M.—*SOUTHWESTERN SPECIAL

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P. M.—*SPACIFIC EXPRESS.—Chicago 34
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NEW YORK CENTRAL ROUTE NEW YORK AND BOSTON. Via Springfield and the BOSTON AND ALBANY RAILROAD. Trains leave 19.02 A. M., 112:00 noon, *4:00 P. M.,
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Tickets at New York Central ticket offices, 167,
418 and 12:16 Broadway, and at Grand Central Station
A. R. SMITH, GEORGE H. DANIELS,
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WEST SHORE R.

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Trains leave Prankin St. Station, New York, as sollows, and 18 min. later foot West 42d st. N. R.
"750 A.M.—For intermediate points 40 Albany.
11:20 A.M.—Gor intermediate points 6 Albany.
11:20 P.M.—Cont. Lim., for Detroit, Chi. & St. Louis 8:48 P.M.—Cont. Lim., for Detroit, Chi. & St. Louis 9:48 P.M.—(2) For Hudson River points and Albany 9:400 P.M.—For Roch., Buffalo, Clev'd & Chicago. 19:00 P.M.—For Roch., Buffalo, Clev'd & Chicago. 19:00 P.M.—For Syra. Roch., Niag. Falls, Det. &Chi. Daily. 1Daily except Sunday. Leave Brook.
19 July 10:41 St. St. M. (1) at 71:20 A. M.; (2) at 71:38 P. M. Time tables at principal hotels and offices. Baggage checked from hotel or residence by Westoott Express.
A. H. SMITH. Gen'l Pass'r Agent.

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By way of

\$300 A.M. Hartford and Willimantic.

\$200 P.M.

\$002 A.M. Springfield and Worcester, 8:30 P.M.

\$10:00 A.M. Treew London and Providence, 8:30 P.M.

\$10:00 A.M. Springfield and Worcester, 8:30 P.M.

\$200 P.M. Springfield and Worcester, 8:40 P.M.

\$200 P.M. Treew London and Providence, 8:30 P.M.

\$200 P.M. Springfield and Worcester, 8:30 P.M.

\$200 P.M. New London and Providence, 8:30 P.M.

\$200 P.M. Springfield and Willimantic, 8:50 P.M.

\$300 P.M. Springfield and Willimantic, 8:50 P.M.

\$4500 P.M. Springfield and Worcester, 10:00 P.M.

\$500 P.M. Springfield and Worcester, 10:00 P.M.

\$500 P.M. Springfield and Worcester, 10:00 P.M.

\$500 P.M. Springfield and Worcester, 10:30 P.M.

\$11:00 P.M. Springfield and Worcester, 6:35 A.M.

\$12:00 A.M. New London and Providence, 6:37 A.M.

*Daily, Ladduding Stinday, \$5tops at 125th st. Daily, including Sunday. Stiops at 125th st. fiftive-Hour Limited, all parior cars; fare, New York and Boston, 37, including parior car seat. Through parior and sleeping cars by each train. Betura service same hours and by same route. C. T. HEMSTEAD, Gen. Pass. Agt.

READING SYSTEM NEW JERSEY CENTRAL R. R. Liberty Street and South Ferry. (Time from South Ferry five minutes earlier than shown below.) RASTON, BETHLEHEM. ALLENTOWN AND MAUCH. CHUNK—14:00 (7:15 Easton only), 9:10 A. M., 1:20, 4:40, 5:00 (5:45 Easton only) P. M. Sundays, 84:28 A. M., 1:00, 5:30 P. M. WILKISHARRE AND SCRANTON—84:80, 9:10 A. M., 6:00 P. M. Sundays, 24:25 A. M., 1:00 P.M.
LAKEWOOD, LAKEHURST, TOMS RIVER
AND BARNEGAT-24:90, 9:40 A. M., 1:30,
(3:40, 4:20, Lakewood and Lakehurst only),
5:00 P.M. Sundays, 8:40 A. M.
ATLANTIC CITY-9:40 A. M., 13:40 P. M.
VINELAND AND BRIDGETON-124:00 A. M. tiso P.M. LONG BEANCH, ASBURY PARK, OCEAN GROVE, POINT PLEASANT AND SEA-SHORE POINTS-8400, 8:30, 11:50 A.M., 8:35, 6:45, 5:30, 6:30 (11:50 Asbury Park only) P.M. Sundays, except Ocean Grove, 8:00 A.M., 4:00 P.M.

ROYAL BLUE LINE. NEW JERSEY CENTRAL R. R., PHILADEL-PHIA AND READING RY, and BALTI-MORE AND OHIO R. R. MORE AND OHIO R. R.
Leave South Ferry. Liberty St. Ferry.
Balto.-Washington. 1825 AM 18:30 AM Buffet
Balto.-Washington. 10:25 AM 10:30 AM Buffet
Balto.-Washington. 10:25 AM 11:45 AM Diner
Balto.-Washington. 12:55 PM 11:00 PM Diner
Balto.-Washington. 12:55 PM 3:40 PM Diner
Balto.-Washington. 4:55 PM 5:500 PM Diner
Balto.-Washington. 6:55 PM 7:700 PM Buffet
Balto.-Washington. 12:10 nt. 12:15 nt. Sleepers
Dally. 1 Dally, except Sunday. 4 Sunday only.
Offices: Liberty St. Verry. South Ferry. 6 Astor
House, 167, 261, 434, 1.00, 1354 Broadway, 182 Flith
Av., 25 Union Square West, 135 East 125th St., 273
West 125th St., 246 Columbus Av., New York; 4
Court St., 344, 360 Fulton St., Brooklyn; 390 Broadway, Williamsburg. New York Transfer Co. calls for and checks baggage to destination.

BALTIMORE AND OHIO RAILROAD

Lackawanna Railroad. Leave New York, foot Barclay and Christopher Sts. 18:00 A. M.—For Binghamion and Syracuse.

10:00 A. M.—For Buffalo, Chicago and St. Louis.

11:40 P. M.—For Buffalo and Chicago.

14:50 P. M.—For Seranton and Plymouth.

10:10 P. M.—Por Buffalo and Chicago.

14:44 P. M.—Vulca, Oswego, Itbaca, Buffalo.

200 A. M.—For Chicago—Sleepers open 9 P. M.

Tickets 167, 429, 1183 Broadway N. Y.; 338 Fulton st., Brooklyn. Dally, †Except Sunday. OCEAN STEAMERS.

ANCHORLINE. Glasgow and Londonderry. Ethopia Nov. 7, noon Furnessia Nov. 28, noon Columbia Nov. 14 8 PM Astoria Dec. 5, 10 AM First salcon, \$50 to \$100.

Second cabin, \$35 and up; third class, \$26 and up. For new illustrated book of Tours apply to HENDERSON BROTHERS, 17 and 19 B way, N.Y.

Irom Cherbourg at 5 TAR LINE.

NEW YORK—ANTWERP—PARIS.

Finland, Nov. 7, 10:30 AM Krinid, Nov. 21, 1939 AM Vaderid, Nov. 14, 10:30 AM Zecland, Nov. 23, 1939 AM Pers 14 and 15, N. R.

Office, 78 Broadway, N.

POST OFFICE POST OFFICE NOTICE.

(Should be read DAILY by all interested, as changes may occur at any time.)

Foreign mails for the week ending Nov. 7, 1905, will close (PROMPTLY in all cases) at the General Post Office as follows: PARCELS-POST MAIL close one hour earlier than closing time shown below. Parcels-Post Mails for Germany close at 5 P. M. Monday per steamship Kronprias Wilhelm and on Wednesday per steamship Kronprias Wilhelm and on Wednesday per steamship Rhein (via Bremen).

Regular and Supplementary mails close at For-eign Station half hour later than closing time shown below (except that Supplementary Mails for Eu-rope and Central America, via Colon, close one hour later at Foreign Station). TRANSATLANTIC MAILS

TRANSATLANTIC MAILS.

THURSDAY.—At 7.A. M. for FRANCE SWITZER-LAND. ITALY SPAIN, PORTUGAL, TURKEY. EGYPT GREECE. BRITISH INDIA and LORENZO MARQUEZ. per steamship La Touraine, is a 6.30 P. M. for AZORES ISLANDS, per steamship Peninsular, from New Bedford, Mass.

SATURDAY.—At 3.30 A. M. for IRELAND, per steamship Etruira, via Queenstown (mail for other parts of Europe must be directed "per steamship Etruira"); at 6.4 M. for EUROPE, per steamship Philaddiphia, via Southampton; at 7 A. M. for FRANCE, SWITZERLAND. ITALY, SPAIN, PORTUGAL, TURKEY, EGYPT, GREECE, BRITISH INDIA and LORENZO MARQUEZ, per steamship La Champagne, via Havre (mail for other parts of Europe must be directed "per steamship La Champagne"); at 820 A. M. for BELGULW direct, per steamship Finland (mail must be directed "per steamship Lahn (mail must be directed "per steamship Lahn (mail must be directed "per steamship Lahn (mail must be directed "per steamship Lahn"); At 9.30 A. M. for BELGULW direct, per steamship Ethiopia (mail must be directed "per steamship Lahn"); At 9.30 A. M. for SCOTLAND direct, per steamship Lahn (mail must be directed "per steamship Lahn"); At 9.30 A. M. for SCOTLAND direct, per steamship Ethiopia (mail must be directed "per steamship Island"); Atter the closing of the Supplementary Trans-

After the closing of the Supplementary Trans-atlantic Mails named above, additional Sup-plementary Mails are opened on the plems of the American, English, French and Ger-man steamers, and remain open until within Ten Minutes of the hour of salling of steamer.

man steamers, and remain open until within Ten Minutes of the hour of salling of steamer.

Malls FOR SOUTH AND CENTRAL AMERICA. WEST INDIES, ETC.

THURSDAY—At 8 A. M. for CUBA, per steam-ship Vigilancia (mail for Mexico, via Progreso, Campeche and Vera Cuz must be directed "per steamship Vigilancia"; at 10 A. M. for HAITI, per steamship Fins der Nederlanden (mail for Port de Paix, Cape Haiti, Gonalves, Jeremie, Curacao, Venezuela, Trinidad, British and Dutch Guilana must be directed "per steamship Prins der Nederlanden"; at 11 A. M. for BRAZIL, per steamship Byron, la Pernambuco, Bahla, Rio Janeiro and Santos (mail for Northern Brazil, Argentine, Urigusy and Paraguay must be directed "per steamship Byron"; at 12 M. for VUCATAN, per steamship Tjomo "1 at 12 M. for WUCATAN, per steamship Scneca, via Tampico (mail must be directed "per steamship Scneca, via Tampico (mail must be directed "per steamship Scneca").

FRIDAY.—At 6.30 A. M. for NEWFOUNDLAND, per steamship Yumuri (mail must be directed "per steamship Yumuri (mail must be directed "per steamship Yumuri (mail must be directed per steamship Maracablo (mail for Savanilla and Cartagena must be directed "per steamship Maracablo"); at 9 A. M. for PORTO RICO, per steamship Ponce, via San Juan, at 9 A. M. for ARGENTINE, URUGUAY and PARAGUAY, per steamship Egyptian Prince; at 9.30 A. M. (supplementary 10:30 A. M.) for PORTUNE ISLAND, JAMAICA, SAVANILLA, CARTAGENA and GREYTOWN, per steamship Valencia"; at 10 A. M. for CUBA, per steamship Mexico, via Havangato (10:30 A. M. (supplementary 11:30 A. M.) for INAGUA and HAITI, per steamship Flandria.

MAILS FORWARDED OVERLAND, &C., EXCEPT TRANSPACIFIC. TRANSPACIFIC.

CUBA.—Via Florida. closes at this office daily, except Thursday, at \$5.30 A. M. (the connecting mails close here on Wednesdays and Saturdays via Tampa, and on Mondays via Miamy MEXICO CITY.—Overland, unless specially addressed for despatch by steamer, closes at this office daily, except Sunday, at 130 P. M. and 11:30 P. M. Sundays at 1 P. M. and 11:30 P. M. P. M.
NEWFOUNDLAND.—By rail to North Sydner, and thence by steamer, closes at this office daily at 6:30 P. M. (connecting mails dependence every Monday, Wednesday and Satur-

here every Monday, Wednesday and Saturday)

JaMAICA—By rall to Boston and thence by steamer, closes at this office at 6:30 P. M. every Tuesday. By rall to Philadelphia, and thence by steamer, closes at this office at 1:30 P. M. every Wednesday.

MQUELON.—By rall to Boston, and thence by steamer, closes at this office daily at 6:30 P. M. BELIZE, PUERTO CORTEZ and GUATEMALA.—By rall to New Orleans, and thence by steamer, closes at this office daily, except Sunday, at 4:30 P. M. Sundays at 4:1 P. M. and 4:1:30 P. M. Sundays at 4:1 P. M. COSTA RICA.—By rall to New Orleans, and theace by steamer, closes at this office daily, except Sunday, at 4:30 P. M. and 4:1:30 P. M., Sundays at 4:41 P. M. and 4:1:30 P. M., Sundays at 4:41 P. M. and 4:1:30 P. M., Sunday at 4:41 P. M. and 4:1:30 P. M., Connecting mail closes here Tuesdays at 4:1:30 P. M., Connecting mail closes here Tuesdays at 4:1:30 P. M.)

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days at 4:1 P. M. and 4:1:30 P. M. (connecting mail closes here Tuesdays at 4:1:30 P. M.)

mail closes here Tuesdays at 411:30 P. M.).

4REGISTERED MAIL closes at 6 P. M. previous day.

TRANSPACIPIC MAILS.

HAWAII, via San Francisco, close here daily at 6:30 P. M. up to Nov. 42d, inclusive, for despatch per steamship Alameda.

AWAII, JAPAN, CHINA and PHILLIPPINE ISL.

ANDS, via San Francisco, close here daily at 6:30 P. M. up to Nov. 45th, inclusive, for despatch per steamship America Maru.

AUSTRALIA (except West), Fibi ISLANDS and NEW CALEDONIA, via Vancouver and vietoria, B. C., close here daily at 6:30 P. M. up to Nov. 47th, inclusive, for despatch per steamship Victoria.

CHINA and JAPAN, via Tacoma, close here daily at 6:30 P. M. up to Nov. 41th, inclusive, for despatch per steamship Kutoria.

CHINA and JAPAN, via Scattle, close here daily at 6:30 P. M. up to Nov. 41th, inclusive, for despatch per steamship Kaga Maru.

HAWAII, JAPAN, CHINA and PHILIPPINE ISLANDS, via San Francisco, close here daily at 6:30 P. M. up to Nov. 41th, inclusive, for despatch per steamship Korea.

NEW ZEALAND, AUSTRALIA (except West) at 6:30 P. M. up to Nov. 41th, inclusive, for despatch per steamship Korea.

NEW CALEDONIA, Fiji SAMOA and HawaiI, via San Francisco, close here daily at 6:30 P. M. up to Nov. 41th, inclusive, for despatch per steamship Sonoma. (If the Cunard steamer carrying the British mail for New Zealand does not arrive in time to connect with this despatch, cutra mails—closing at 5:30 A. M., 9:30 A. M. and 6:30 P. M.; Sundays at 4:30 A. M., 9:30 A. M. and 6:30 P. M.; Sundays at 4:30 A. M., 9:30 A. M. and 6:30 P. M.; Sundays at 4:30 A. M., 9:30 A. M. and 6:30 P. M.; Sundays at 4:30 A. M., 9:30 A. M. and 6:30 P. M.; Sundays at 4:30 A. M., 9:30 A. M. and 6:30 P. M.; will be made up and forwarded until the arrival of the Cunard steamer.

OHINA and JAPAN, via Vancouver and Vielgria.

English of the Cunard steamer.

OHINA and JAPAN, via Vancouver and Vielgria.

English of the Cunard steamer.

OHINA and JAPAN, via Vancouver and Vielgria.

English of the Cunard steamer.

OHINA and JAPAN, via Vancouver and Vi

STEAMBOATS.

BOSTON AND POINTS IN
NEW ENGLAND
PALL RIVER LINE, via Newport and Fail River.
Leave Pier 19, N. H., foot of Warren St., week days
only at \$00 P. M. Steamers PRISCILLA and
PURITAN. Orchestra on each.
STONINGTON LINE, via Stonington. Lve. Pier
40, N. H., foot Clarkson St., week days only at \$000
P. M. Strs. MAINE and NEW HAMPSHIRE,
NORWICH LINE via New London. Leave Pier
40, N. R., foot of Clarkson St., week days only at
5.20 P. M. Steamers CITY OF LOWELL and
CITY OF WORCESTER.
NEW HAVEN LINE for New Haven, Hartford
Springheld and the North. Leave Pier 40, N. R.,
foot of Clarkson St., week days only at
Springheld and the North. Leave Pier 40, N. R.,
foot of Clarkson St., week days only at
Steamer RICHARD PECK.

PEOPLES LINE ADIRONDACK OR DEAN RICHMOND

leaves Pier 32, N. R., foot Canal St., at 6 P. M. week days, connecting with trains (Sunday included) for points North, East and West. Excursion, \$2.50. IOY ONLY \$1.50

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Fast elegant steamers leave New York
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TROY LINE "SARATOGA" or "CITY OF TROY" leaves West 10th St. Pler daily 6 P. M., except Saturday. Direct railroad connection at Troy for all points north and east. Sunday steamers touch at Albany.

Catskill, Hudson and Coxsackie. Boats every week day at Six P. M. from Pier 43, OCEAN STEAMERS

AMERICAN LINE,
NEW YORK—SOUTHAMPTON—LONDON.
Phila Nov. 7, 9:30 AM | New York Nov 21, 9:30 AM | St.Paul, Nov. 28, 9:30 AM | St.Paul, Nov. 29, 9